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29

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All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 6th, 1908

Owing to local operations into a description of which we cannot enter, some people at Shanghai have been conducting a little argument as to the correct method of calculating the real value of company shares. Experience teaches that at Hongkong as well as Shanghai the published Stock-Exchange quotations are rarely a safe guide to market values; they may approximate current prices, though very often they fail even to attain that measure of accuracy as indicators. To a forced seller, the real value of his holdings is what they will fetch. The eager buyer cannot as easily ascertain the current market value, for it often happens (owing to the extent to which gamblers intervene) that his own bid inflates the quotation. It "hardens" or "stiffens" the market; that is, it excites the rapacity of the sellers and on the sellers' agents. In order that a bona-fide investor, who wants to exclude as much of the element of gambling from the transaction as possible, may know what is a fair price to name in his firm offer, various particulars of the financial standing of a company are obtainable. The Shanghai argument, conducted in the correspondence columns of the newspapers, has been concerned with the question, which of the statistics offered have the truest bearing on the desired estimate. More explicitly, which should be taken most into calculation: the assets, reserves, &c., of the Company, or the dividends it has been paying? "Both," though rather Irish, would seem to be

the proper answer; but at Shanghai the rival merit of each has been upheld. The champion of assets demands, "If a company has a bad year and does not pay over four per cent, but has assets to double the value of the market value of the shares why should the shares drop?" The champion of dividends says that in such circumstances shares always do drop—that it is "the fundamental law." Therefore "the value of a share is determined by its dividend earning capacity." This gentleman obviously means the true value to the true investor, seeking a certain percentage of income from his capital, and as it is obvious that his future income depends not only upon the percentage of returns made by the enterprise chosen, but also on the security of his capital, he must consider both sets of data before investing. He will naturally be willing to pay a higher premium for a sound stock. It is, however, not so simple as a question of what he is willing to do, but what he is able to do. Until his capital is invested, he has no income, or none more than a bank will give him in the shape of interest. When he enters the market as an investor, he is in the position of a man embarking in a boat. His notions of seamanship may be sound, his craft seaworthy, but no navigator may shut his eyes to the fortuitous perils of the seas. These, in our local Rialtos, are represented by the numerous buyers to whom the dividend returns are a secondary concern. It is no use saying that rocks ought not to be there because the chart shows none, and sailing straight on. The breakers must be noted. This means that even if the percentage of returns is good and promises to be reasonably permanent, given fair play and ordinary conditions, the investor should look also to the character and habits of the management, of the directors. Are they speculators or gamblers? Is the stock a favorite with operators? Do its quotations fluctuate considerably? If so, let it alone. The amount of the dividend, the existence of a dividend at all, depends largely on the whim of the directors. Business may have been good, but they may go in for enlarging reserves or extending operations, or for any excuse to change the usual returns. If they are themselves operators, they will do that, or decide to do that, so as to affect the quotations in favour of their own operations and the ordinary shareholders are practically helpless. Says *The Godown*, a curiously interesting Shanghai publication, "Let us assume that a widow with four and a half children had inherited her fortune of £15,000 in these shares at a price of £20 three years ago. She depends for the living of herself and her fractional family on the dividend earning capacity of these shares, and they have given her a steady income for three years of about £1,200 a month. Then one day this esteemed widow, who is just as shrewd as most men, and who, besides, enjoys the advantage of possessing fractional family discovers that, although her 'security' remains unimpaired her income for the year, and for the year after next, and for the next year after that, will gradually undergo a process of pruning in the following ratio: 1908—£1,205 per month; 1907—£1,195 per month; 1906—£1,185 per month; 1905—£1,175 per month—all because her shares during 1908 and the following years will not earn enough money. Although her 'security' is good enough, what do you think this shrewd widow will do? Remember, she is used to an income of 200 Taels a month, and that is all she has got. She will promptly sell her shares (especially if she can find a man in spite of any valuable assets of the company, and who will invest her little capital in the shares of the Hongkong and Shanghai Bank or in the Land Investment Co. or in some other gilt-edged stock which will give her a monthly income of 200 Taels. And a great many others, similarly situated, will do the same thing. Knowing this, a great many other clever people, who are not necessarily obliged to sell their holdings, take advantage of this knowledge and at once dispose of their shares, well knowing that the market will be flooded with shares, and that therefore the price must come down. When the market, for these reasons, has regulated the true price of the shares, (which is their dividend earning capacity) the clever operator may possibly be back at their true value (£150) the very same share he sold a few months before at £220.

It is manifestly silly to value shares on the company's assets alone, for the chance is the shares must be cashed long before the assets are realized. The same authority estimates the value of four stocks on the basis of their assets, and gets these startling prices, truly a *reductio ad absurdum*: Banks, £12,423.17; Shanghai Lands, £15,502.10; Shanghai Gas, £15,311.50; and Municipal Debentures, £15,136.02. That is to burlesque the argument, however, and though it may betray a shortage in our sense of humour, we will repeat that the only way to find the real value of shares is to reckon the assets, the average dividend, the capacity of the management, the character and habits of the directors, the present state and prospects of the business, the veracity of the enticing broker, to allow for unforeseen contingencies, and then, having done all this, it is better to burn the calculations and go to a lawyer to buy a first mortgage. Even then it is the barest prudence to insist on an excessive margin—in the Far East, anyway.

There were nine plague cases yesterday, three fatal.

H.M.S. "Kent" capt. G. C. A. Marescaux, is leaving for Mirs Bay to-day, and from there will proceed to the North on Friday, the 8th inst.

At the Marine Court yesterday the Harbour Master imposed a fine of \$10 on a boatwoman for allowing her cargo boat to be alongside the s.s. "Kaifong" in such a manner as to prevent free access.

Four boatwomen and two boatmen were each fined \$2 at the Marine Court yesterday for failing to keep the "yulos" of their boats out of the water whilst lying alongside a ship in the harbour.

One of the unemployed here, a man named Blake, was yesterday sentenced at the Magistrate's Court to fourteen days' imprisonment for being drunk and disorderly at Connaught House and doing damage to the extent of \$3.

After a debate which extended over four sittings, the Swiss National Council has decided, by 82 votes to 53, contrary to the proposals of the Federal Council and the majority of the Committee, to adopt the demand, due to the popular initiative of 168,000 citizens, for the complete prohibition by a Constitutional Act of the sale and manufacture of absinthe upon Swiss territory.

A torpedo-boat destroyer built to the order of the Siam government was launched from the Kawasaki Dockyard, Kobe, on the 27th ult. The destroyer has a displacement of 375 tons and a speed of 27 knots. Her armament consists of one 12pr. q.f. gun, six 6pr. q.f. guns and two maxims. The destroyer has been named "Sae Ta-Yan Chou." The Kawasaki Dock Company is about to deliver two gunboats built for the Chinese government. These gunboats are now ready for their maiden voyage to Home waters.

Yesterday morning a Chinaman went into Messrs. Gaupp's shop and purchased a gold watch for \$45, tendering in payment what looked like a fifty dollar bill. He was handed \$5 in change and when he went out it was discovered that the bill was only for ten dollars, and that the figures round the sides had been cleverly altered, the ones in front of the cypher being changed to five, while the words ten dollars remained distinct in the body of the bill. The police were acquainted with the matter and they are endeavouring to trace this man.

An Indian policeman on duty at Tai-po in the New Territory was yesterday fined \$25 or five weeks' imprisonment for assaulting a native and committed to prison for six weeks without the option of a fine for recklessly discharging his revolver. Apparently he was celebrating his return from Hongkong by drinking from a bottle of gin which he had purchased until he became intoxicated. Then he stumbled into a mashed and becoming annoyed at the cook he sat upon him and beat him, ending his performance by firing two shots from his revolver in the air.

Baron Poltimore (Sir Augustus Frederick George Warwick Bamfylde, P.C.), whose death was reported by our London correspondent yesterday, belonged to a family of high antiquity in the county of Devon. The family possessed the lordship of the manor of Poltimore in the reign of Edward I, and from 1628 down to 1753 the county of Devon was often represented in Parliament by members of the family. The late Baron, however, had no political ambitions but had been a member of the Privy Council since 1872 and for two years (1872-4) filled the post of Treasurer of the Household. The late Baron always took great interest in the affairs of the county with which his family has so long been connected. He was a Deputy-Lieutenant of the county and a county alderman. The late Baron, who was seventy-one years of age, leaves three sons.

The celebrations at the Italian Convent of the founding of the Concession Institution of Sisters of Charity by the Venerable Magdalene of Canossa were continued yesterday. Low mass and general communion at 6 a.m. in the Convent Church by the Right Reverend Bishop Pozzoni commenced the day's proceedings, and at 7 o'clock thanksgiving mass was said by the Rev. Father A. Leong, followed by high mass at eight o'clock by the Very Rev. Father P. de Maria with the Pontifical assistance of his Lordship Bishop Pozzoni. At four p.m. there was an exposition of the sacrament, with the "Te Deum" and Benediction at five o'clock. From 8 to 10 the Convent Building was beautifully illuminated, and to-day the children have a holiday. On the 12th inst. there will be high mass by the Rev. Father G. M. Spada for the repose of the souls of all the sisters who died since the foundation of the Institute.

A general meeting of members of the Y.M.C.A. Literary and Debating Society was held on Monday night to receive the annual report of the Committee and for the purpose of electing new officers for the ensuing year. The Secretary's report was received with great applause, as it illustrated the rapid progress and success of the Society since its inception. The membership had been greatly augmented and increased interest taken by the general public who showed their appreciation by their hearty support of the recent concert and their attendance at the socials. The Hon. Treasurer, in presenting his balance sheet, said he was pleased to announce that there was a small credit balance of \$15 which was considered very satisfactory in view of the several socials and ladies' evenings held during the year. After favourable comment on the report, new officers were elected as follows:—President, Mr. S. Kingsbury; Vice-President, Capt. Brown and Mr. McPherson; Hon. Secretary, Mr. A. W. Smith; Hon. Treasurer, Mr. Fowler; and Committee—Messrs. Lowry and Fuller.

Sir Robert Hart spent a quiet day on board the "Yorok" yesterday. His Excellency the Governor called on him during the afternoon and the Inspector General received other calls in the course of the day.

Mr. Denman Fuller gave an organ recital in St. John's Cathedral yesterday. This, the last of the season, was well attended, and the programme was much enjoyed. The soloist was Mr. Frank Austin, who rendered "Thou'rt passing hence" and "It is enough" (Bühner). The best organ solos were perhaps the "Prelude" by Bachmann and Grieg's "To the Spring" and the Fugue (Pathetic Symphony) by Tchaikowsky.

SANITARY BOARD.

A special meeting of the Sanitary Board was held yesterday to consider a report by the Colonial Veterinary Surgeon that rinderpest had broken out on the Dairy Farm premises at Kai Lung Wan. The Veterinary Surgeon stated six cows were affected and these had been put in the hospital shed and the contacts inoculated. On the motion of the President, seconded by Mr. Shelton Hooper, the place was declared an infected area.

TIENSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, 24th April.

Quite unprecedented in point of numbers and representative character were the scenes both at the Railway Station in Peking and at the City and Settlement Railway Stations in Tientsin on the occasion of the departure of Sir Robert Hart on the 22nd inst.

It was noted with satisfaction that the Inspector-General was looking robust, vigorous, and young. His appearance was much more healthy than it was several months ago when he was very seedy indeed. He looked better than he has done any time these past two years. What he said, and what those in close touch with him said, rather tended to silence those who, pretending to be in the know, have been confidently asserting that Sir Robert will never return to China to take up his duties again.

In Tientsin Settlement Station the biggest crowd on record gathered to say farewell to Sir Robert. Among the many incidents of the short stay the Inspector-General made on the platform was one comical episode. There has recently joined the I.M.C. staff in Tientsin Mr. Mansfield, son of the British Consul-General in Canton. Mr. Mansfield, who has a very distinct individuality in general prominent respects, came to Tientsin with the reputation of being one of the best amateur photographers in the Customs Service. He was at the Station on Wednesday with a big camera which he repeatedly set in front of the Inspector-General. Sir Robert, however, has a hatred of publicity and of being lionised, and obviously kept moving and turning so as to defeat the attempts of the photographic amateur. Mr. Mansfield persisted so much, to the evident discomfort of Sir Robert, that several individuals in the crowd exclaimed to the young official that it was not permissible to take a photograph of the departing chief. They evidently took Mr. Mansfield for a professional—there was a professional photographer, a Frenchman, pursuing similar tactics. Mr. Mansfield, however, was not to be daunted. He took the bull by the horns, went to Sir Robert, explained who he was, and asked whether he might be permitted to take a photograph. Sir Robert most willingly and graciously assented, and posed at the platform of his private car while Mr. Mansfield took him.

Thereupon the unexpected happened, and it rather non-plussed Mr. Mansfield, triumphant as he was owing to his success with the Inspector-General. It is scarcely an exaggeration to say that hundreds of people on the platform immediately crowded round Mr. Mansfield and asked him to let them have prints of his photograph. To his friends and acquaintances he had to promise that he would, and to many strangers too. So the portrait is likely to be more expensive to Mr. Mansfield than he expected.

Lady Jordan, the popular wife of the British Minister in Peking, who was well and active, and going about (paying a visit to Tientsin) whilst her husband was away in Hongkong and the South, has to every one's regret been attacked with typhoid fever. She is progressing favourably, though of course the malady has to take its normal course.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Suevia* left Shanghai on the 5th inst. a.m., and may be expected here on the 8th a.m.

The N.Y.K. str. *Bombay Maru* (European Line) left Moji for this port on the 4th inst. and is expected here on the 9th inst.

The N.Y.K. str. *Wakamiya Maru* (Bombay Line) left Moji for this port on the 5th inst. and is expected here on the 10th inst.

The N.Y.K. str. *Kanokura Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 2nd inst. and is expected here on the 11th inst.

The H.A.L. str. *Scandia* left Singapore on Tuesday, the 5th inst. at 7 a.m., and may be expected here on Monday morning, 11th inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 5th inst. and is expected here on the 12th inst.

The new T.K.K. str. *Tenyo Maru* will sail from Yokohama for this port direct on the 16th, and is due to arrive here on the 21st inst.

The I.G.M. str. *Prinsesse Alice* which left here on Wednesday, the 8th ult. at noon, arrived at Genoa on Monday, the 4th inst. at 2 p.m.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème-Charmante, Lot Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

AMERICA AND THE "OPEN DOOR."

SHANGHAI SPRING MEETING.

SHANGHAI, May 5th.

The second day's racing took place in splendid weather. Sport was good, but the course became dusky at the close. The results are:—

The Chu-ka-ka Cup, three quarters of a mile:—

Mr. Ballous' Gemint 155 lbs. (Mr. Schorr) 1
Messrs. Cejays and Bagnasco's Game Chick 152 lbs. (Mr. Moller) 2
Mr. John Peel's Kirkwood 152 lbs. (Mr. Johnston) 3

Time 1m. 29-3/5.

The Shanghai Derby, one mile and a half:—

Mr. Hopfield's Fumtine 158 lbs. (Mr. Jones) 1
Mr. Jedmor's Sokol 155 lbs. (Mr. Moller) 2
Mr. F. B. Marshall's Cedar Tree 158 lbs. (Mr. Vida) 3

Time 3m. 11-2/5.

The Mongolian Plate, one mile and a quarter:—

Messrs. Nephew and Robson's Giesler 152 lbs. (Mr. Burkill) 1
Mr. Fourstar's Cloud 155 lbs. (Mr. Springfield) 2
Captain Uopas' Fan 152 lbs. (Mr. Quisloh) 3

Time 2m. 43-1/5.

The Race Club Cup, two miles:—

Mr. Morris' Heathfield 155 lbs. (Mr. Crighton) 1
Mr. F. B. Marshall's Myrtle Tree 150 lbs. (Mr. Vida) 2
Mr. Ballous' Sagittarius 153 lbs. (Mr. Schorr) 3

Time 4m. 18-1/5. This was a record.

The Grand Stakes, one mile and a quarter:—

Mr. Richmond's Diana Ken 158 lbs. (Mr. Laurence) 1
Mr. Ballous' Bacephalus 161 lbs. (Mr. Schorr) 2
Messrs. Middy and Nevill's Kingscross 158 lbs. (Mr. Moller) 3

Time 2m. 37-1/5.

The Slocaw Cup, one mile and a quarter:—

Mr. Barley's Moriak 155 lbs. (Mr. Vida) 1
Mr. Beverly's Brookton 155 lbs. (Mr. Reid) 2
Mr. Marius' Argants 155 lbs. (Mr. Meyerink) 3

Time 2m. 36.

The Peking Stakes, one mile:—

Messrs. Nephew and Robson's Giesler 152 lbs. (Mr. Burkill) 1
Mr. Jedmor's Kirghis 155 lbs. (Mr. Moller) 2
Mr. Fourstar's Cloud 155 lbs. (Mr. Springfield) 3

Time 2m. 06-3/5.

The Shanghai Stakes, one mile and a half:—

Mr. John Peel's Mancho King 161 lbs. (Mr. Johnston) 1
Mr. N. W. Hickling's Maybury 155 lbs. (Mr. Burkill) 2
Mr. Ellis Kadoorie's Bohemian Chief 158 lbs. (Mr. Hayes) 3

Time 3m. 12-4/5.

The Spring Cup, one mile:—

Messrs. Hunter and Robson's Ravenshoe 152 lbs. (Mr. Burkill) 1
Mr. Ring's Amaze 155 lbs. (Mr. Meyerink) 2
Mr. Fash's Marbles 151 lbs. (Mr. Alderton) 3

Time 2m. 05-2/5.

The Sturry Stakes, seven furlongs:—

Messrs. Hunter and Robson's Tom-raire 158 lbs. (Mr. Burkill) 1
Mr. Jedmor's Sokol 155 lbs. (Mr. Moller) 2
Mr. G. D. Cuthbert's Deaf Duck 155 lbs. (Mr. Springfield) 3

Time 1m. 46-3/5. This constitutes a record.

[REUTERS' SERVICE.]

RUSSIAN AMBASSADOR TO TOKYO.

LONDON, May 3rd.

Senator Malevitch has been appointed Ambassador to Japan.

THE NORTH GERMAN LLOYDS.

LONDON, May 3rd.

The Budget Committee of the Reichstag has passed the North German Lloyd's additional subsidy by 14 to 13.

THE ANTI-OPIMUM CRUSADE.

LONDON, May 3rd.

The Chinese Minister attended the annual meeting of the Society for the Suppression of Opium. Sir Matthew Dodsworth who presided, warmly welcomed the Minister and congratulated the Chinese Government on their courageous effort to check the opium habit. A resolution was adopted expressing admiration for the energy with which the Chinese people and the Government seek to suppress it.

ASSASSINATION OF THE INSPECTOR OF THE BLUE NILE PROVINCE.

LONDON, May 3rd.

It is reported in Cairo that Scott-Moncrieff, (P. Sir Colin Campbell Scott-Moncrieff), Deputy Inspector of the Blue Nile Province, has been assassinated near Messalamia, and that the Governor and a force have started for the scene.

For many years, says the "Vita" of Rome, it has been the custom of the Vatican to issue a medal known as the Pontifical medal to commemorate the most important Church events of the year. This medal is distributed annually on St. Peter's and St. Paul's Day, June 29th, to worthy dignitaries of the Church. It was proposed to make Cardinal Massi, of Pavia, work in the realm of culture the subject of this year's medal, but the proposition was rejected in favour of "the victory of the Church over Modernism." The medal, which will be distributed in June, shows the Pope enthroned, holding an edict inscribed "Pasce" (Feed), before the throne stand two female figures representing Germany and France, and between them are figures typifying Modernism. Out of the heavy clouds which overshadow the figures shafts of lightning strike and destroy it in front of the Pope.

CORRESPONDENCE.

SANITARY LAW APPEALS.

(TO THE EDITOR OF THE "DAILY PRESS.")

Hongkong, May 5th.

Sir,—Concerning the question of appeal, about which Mr. Slade has addressed you in a very able letter, I said at the Council meeting last Thursday "the future success or failure of the reorganized department will depend largely upon the broadmindedness of its President who whilst on the one hand will carry out the unalterable determination of government to cleanse this town in the interests of Public Health, will on the other hand initiate changes and reforms wherever the Law is found to be inapplicable. And it is to be hoped that when appeals to the Governor in Council are heard the President will be present to plead the cause of common sense."

Amplified in a manner which would have been impossible without exhausting the Council's patience, what I intended these words to convey was that the President should be a man selected for his breadth of view and sympathy with those who suffer by the operation of the Law; that he should make it his special concern not to allow anything to be done which in his opinion was not necessary from a Public Health point of view; that in fact he should protect the property owners and Chinese in much the same way as the Registrar General protects the Chinese in other directions.

The Medical Officer of Health and the Director of Public Works being experts cannot, by reason of an expert's training, be expected to regard questions of detail with an unbiased mind or with that liberal and comprehensive spirit that mark the good administrator such as I hope the new President will be. For this reason therefore neither of them should be heard by the Governor in Council without the President being also heard.

With a President such as I have pictured, the cheapest, quickest, most direct and most effective method of settling differences of opinion would be to submit the case through him to the Governor and I hope this method will be given a fair trial rather than burden appellants with the expense, trouble and delay of making application to the Law Courts; though I fully agree with Mr. Pollock and Mr. Slade that this would be prefer able to the present arrangement.

—Yours truly,
EDWARD OSBORNE.

FATAL RIOTS IN LISBON.

Lisbon, April 6.

Serious election riots have taken place in Lisbon and the provinces, due to allegations of fraud made by the Republicans against the Monarchists.

Further disturbances are feared to-morrow, inasmuch as the latest returns to-night indicate that Monarchist deputies are greatly in the majority. Lisbon is practically in a state of siege, and troops occupy the districts where the Republicans are the strongest. Two hundred arrests have been made.

A regiment of infantry was sent to-night to reinforce the guard at the Necessidades Palace. All the streets are patrolled by regiments of infantry and cavalry, while a battery of field artillery has been placed in the Rossio square, the principal square in the capital.

The most serious riot has been that in San Domingo square, where the church of that name was besieged by infuriated Republicans, after it was occupied by Municipal Guards. At least six persons were killed and more than sixty wounded in the pitched battle which took place in the square.

When the voting was completed in the San Domingo district last night, several Monarchist leaders proposed that the election lists be kept overnight in the church, where the polling took place, as it was too late then to finish the count.

Fearing some rash, the Republicans demanded that the lists be counted immediately. The two factions began quarrelling, and words soon led to blows. Presently a detachment of the Municipal Guard arrived at the double quiet, and promptly cleared the church at the point of the bayonet. Several persons were injured by the butt ends of their rifles.

When the Municipal Guards ejected the last of the rioters, and re-entered the square, they were met with a shower of stones from the mob. They fired a volley point blank into the crowd, and half a dozen persons dropped to the ground. Two of them were dead.

Then the fury of the rioters exceeded all bounds. They attacked the guards with a veritable hail of stones and other missiles, forcing them to retreat within the church and barricade the doors.

The Municipal Guards continued to fire from the windows, but they were ineffective, and as the mob increased in size, the officer in charge finally placed twenty men on a balcony over the west door, from which position they were able to sweep the square and side streets with volleys.

Still the rioters refused to give way, although their only weapons were stones wrenched from the streets, and a few revolvers. Women and children were sent into the side streets to secure fresh supplies of stones when those in the square itself were exhausted.

Thus the battle continued for nearly three hours. Finally the authorities, realising that the Municipal Guards were helpless, and fearing that the Republicans would fulfil their threat of blowing up the church and massacring the occupants, ordered troops into the district.

Three regiments of infantry, a regiment of cavalry, and a battery of quick-firing guns were sent to occupy the principal streets in the vicinity of the church. When the maddened Municipal Guards saw the troops approaching they mistook them for armed rioters and fired several volleys, seriously wounding three soldiers.

When the rioters were finally driven away the guards left the church and returned to their barracks under heavy escort.

It is reported that when Queen Amelia was informed of the rioting she burst into tears and clasped the young King in her arms, declaring that the tragedy recalled her own great sorrow.

King Manuel has instructed the authorities to exercise great tact and restraint in dealing with the Republicans, and to avoid bloodshed as far as possible. The boy King was created an excellent impression by his declaration that he will receive all who desire and audience on public matters in order to come into closer contact with his subjects.

SWATOW'S NEW POST OFFICE.

FORMAL OPENING.

On the 2nd inst. the new Buildings of the Imperial Post Office were opened at Swatow, by the Tao-tai of Cheebow in presence of General Huang, the Prefect, the three District Magistrates, the Consuls and the leading Chinese and Foreign residents, in all some sixty or more invited guests. After an introductory speech in Chinese by Mr. A. H. Harris, the Tao-tai delivered an inaugural address. This was translated and followed by the speech of Mr. Harris, who said:

I have taken the liberty to invite your presence here to celebrate the erection and formal opening of this new and independent home of the Imperial Post Office at Swatow. I may remind you that an important postal service long formed a part of the work of such Custom House. Originally supported and worked by the Customs Service to convenience and expedite its own convenience, the postal department had been gradually extended to meet public wants to a limited extent, and when after many years of patient waiting—the first proposal to establish a National Post Office having been made by Sir Robert Hart in 1861—an Imperial Decree to inaugurate and develop a National Service was issued, the management of the Imperial Post Service inaugurated by that Decree on the 20th March, 1890 (Kuang Hsu 22nd year, 2nd moon, 7th day) was conferred to the Inspector-General. The aim and intention of Sir Robert Hart were to so plan procedure as to avoid friction, alike for officials and Governments as with respect to existing institutions, in order that a future day might see the national administration functioning widely and fully appreciated. The people finding in it and its developments an everyday convenience, some of them an honourable career, and the Government a useful servant, and also, in this populous, industrious, and letter-loving country, a perennial source of revenue. To what extent the forecast and intention have been more than justified a few facts will show. The postal branch of the Imperial Civil Service reached a state of semi-independence from its sister Customs Service on the 11th July, 1904 (Kuang Hsu 30th year, 4th moon, 28th day) when an Imperial Rescript sanctioned the issue of an annual grant-in-aid of Tael 7,000. The following year 1905 marked an important departure in its career, since, notwithstanding the fact that of the sanctioned subsidy more than half had not been paid yet, the postal administration ceased in that year to appeal for pecuniary help from the funds of the Customs Service and was able to make ends meet with its own resources, that is revenue and subsidy combined. It continued, however, to borrow the services of various members from its sister branches and without these from the Inspector General downwards, its inauguration and development would not have been possible. A comparison of the figures for 1901 and 1906 may serve to indicate its progress.

	1901.	1906.
Head Offices...	30	38
Branch Offices...	146	208
Agencies...	10,500,000	118,000,000
Articles dealt with...	126,000	1,383,000
Parcel weight (kilos)...	250,000	4,810,000
Letters in native clubbed mails...	7,300,000	7,892,000
Employees—Foreign...	65	105
Native...	882	5,678

The outlook for the future of the postal service is bright and continued advances may be relied on. Among its 38 districts there are a dozen as large as most countries in Europe, all with teeming millions. What has been achieved in this immense Empire is but a small beginning and it is easy to foresee that the wave of progress now passing over China can but favour its rapid development and hasten its completion. So much for the Service as a whole. May I be allowed to add a few particulars regarding our own district. We had on 31st December last 81 offices and agencies with a paid staff of two Foreigners and 197 natives. Our courier lines are estimated to total over 1,600 miles. We handled one and a quarter million articles in addition to one-third of a million covers enclosed in registered postal hong, clubbed packages. Of parcels over 50,000 weighing nearly 370,000 pounds passed through the office. Coming to receipts the public patronage produced a revenue of nearly \$38,000 or only about \$2,000 short of our ordinary disbursements. These figures are not and do not include the issue of over \$80,000 worth of money orders and payments amounting to nearly \$28,000 on the same account. And in addition the quota of the postal grant sanctioned by Imperial Edict and apportioned to this port for payment has been regularly handed to us by the Customs Superintendent and forwarded to the Inspector General. The Head Office staff of 34 employees has been working under many difficulties in three, and later in four, small rooms provided for us in the Custom House. Having long outgrown that accommodation we now move into this building. It is as far as a plain and substantial one, but it is also of useful size and planned for developments. That it may continue to fulfil its object and that we may continue to deserve the patronage of the public is the earnest wish of all the staff.

In the absence of Mr. Hauser, Mr. T. W. Richardson proposed the Post Office and staff. He said: The statements made in the opening speech of Mr. Harris are very interesting. The rapid development of the Imperial sanction in 1890, must exceed that of many other countries on their first adoption of a similar institution—and large as is the revenue of Great Britain from that source, it is possible that China will overtake it within no very remote period. Among the first records of postage in Great Britain, I find that the rate was fixed at 1d per mile in 1549, and it was not till many years

afterwards that a distance sliding scale was found to be inappropriate. The progress of ideas in relation to the development of the service, moved slowly—but in 1899 Rowland Hill succeeded in persuading Parliament and the Public that an inland rate would bring a larger revenue than the heavy and complicated rates current previously. Since that time till now reforms chiefly connected with Colonial and Foreign rates, among which the establishment of a Postal Union with various European countries and our own Colonies—towards which the first steps were taken in 1863) have been continuous and beneficial. It would be interesting if we could meet with records of the first dawn of a postal service in China. No doubt, it would be, as in Europe, also, conducted by parties for the benefit of their own business and extended at times to accepting a fee from their neighbours. The first general postal service that I came in contact with in China, was that of a guild whose postmen were called couriers between Amoy and Foochow. This would be about 1857 when coasting steamers were not numerous, and the China trade then culminating in haughty monopoly and grandeur, required at times more rapid communication than was afforded by steamers. No doubt similar guilds existed or could have been called into existence elsewhere if necessitated by trade—but as trade where foreigners were concerned, was confined almost entirely to the Treaty Ports, there was but little to draw their attention to the facilities for inland-Chinese correspondence. To Hongkong is, I suppose, due the issue of the first postage stamps, and in these early days the postage on a coast letter was eight cents. Gradually other European countries established post offices of their own at many of the Treaty Ports, though their raison d'être was scarcely present in the requirements of trade and finally as we learn from Mr. Harris' opening remarks, the Chinese Government decided on taking a part which was rightfully theirs, in the administration of postal affairs. To begin with, it does not seem to have erred on the side of high postage rates. To have one's correspondence delivered within the limits of the port and Chao-show-foo for one cent, the cheap and correspond, I presume, with the rates fixed at the various other head offices and branches. This will give an impetus to the already important development noticed by Mr. Harris, and when the postage to be served is considered, the potentialities of increase are enormous. Statistical comparison between Great Britain—with its population of only some 45 million—and China is scarcely permissible under the present conditions of the two countries—they are so very different—but perhaps I may point out, in order to stimulate the officers and employees of the Chinese postal service to continuous effort in their several duties, and encourage the enlistment of others, that while Mr. Harris puts the number of Chinese employed in 1896 at 5,600, Great Britain in 1901 had a staff of 173,000, of whom 35,500 were women. Here again we are met by contrast, radically opposed, for to contemplate that the Chinese Government might ultimately take the destiny of its female population into more paternal consideration, and give them some share in the lighter departments of letter distribution, would be contrary to Asiatic ethics. It is interesting work, and there are curious anomalies to be met with at times in a despatch nearly every post office, come too in their character as the annual report of the Postmaster General in London attests. Just think that in 1901 the total value of property found in undelivered letters opened in the return letter office, though every effort had been made to find the rightful owners, was \$681,000. At times of stress and difficulty too, the ingenuity of the officials of the post office may have to be tested in ways that are unforeseen, and many surprising developments will result. In 1870/1, during the Franco German war, pigeons were commended to do the work of postmen—and well they did it too—while balloons also took part in the distribution of correspondence. It is curious also to note the distinctions made in various countries of the Postal Union, in connection with ownership of letters once posted. In Great Britain the ownership vests in the King till delivered, yet in India the sender has property in his letter till delivered, and in transit may recall it. It is the same in Belgium, Austria, Hungary, Portugal, Russia and the Scandinavian Kingdoms—but in Canada a letter belongs to its addressee as soon as posted. How is it to be in China? There is an aphorism that "Correspondence is the offspring of advanced civilization." From time immemorial there has been correspondence in China, and we all know how forward in certain special aspects her civilization has been. Now however, that such correspondence is to be carried safely, swiftly, under the control of a well ordered service it will be multiplied, and its offspring will create a civilization visible in all aspects. In which I hope I ask you to wish all prosperity to the Post Office and its officials and to congratulate the Chinese Government through Mr. Harris on the acquisition of the New Swatow Post Office, which appears to be admirably adapted for the present necessities, though I hope it will before long prove too small.

The Director of Foreign Affairs, Tactai Liang, added a few words in Chinese and English. In returning thanks on behalf of the staff, Mr. Harris remarked on an interesting coincidence. The day of the opening of this new Post Office, fortuitously selected by the Tao-tai of the Circuit—is the day which sees the departure from China on furlough of Sir Robert Hart, and he called upon the company to join in wishing him a pleasant voyage and furlough and his successor, Sir Robert Braden, prosperity and success in his difficult task of following in the footsteps of such an able administrator.

SUPREME COURT.

Tuesday, 5th April.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

"CRIMINAL CONVERSATION" ACTION.

Judgment was delivered in the action brought by Thomas Alexander Mitchell against John Lemm for damages for criminal conversation arising out of the divorce proceedings in the Court of Session, Edinburgh, where the plaintiff obtained a decree against his wife. The Hon. Mr. J. E. Pollock, K.C., instructed by Mr. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Mr. M. Slade, instructed by Mr. J. Scott Harston, appeared for the defendant.

His Lordship said:—This action is for, as it is called in law, "Criminal Conversation." The defendant has been committed by the plaintiff to the wife of the plaintiff in this case. The defendant has raised a preliminary point of law to the effect that this Court has no jurisdiction to entertain the action. As a matter of fact the plaintiff has obtained a decree of divorce against his wife in the Scotch Courts for adultery, but this has no bearing on the point of law now raised. It is right for me to add that the defendant was not a party to the proceedings in Scotland, therefore, although I am bound to take into consideration the judgment of the defendant's adultery with the plaintiff's wife, it must not be taken to have been proved so far as the Court is concerned. Whether the plaintiff will be able to prove it, how far the judgment of the Scotch Court will help him, in judgment which may perhaps arise in the future I have nothing to do with now. I cannot, however, avoid alluding to it because I cannot decide this question without dealing with one aspect of the case, in order to clear the ground of a curious and, as far as I know, novel point of law which I mentioned during the argument. Strictly speaking, it lies outside the scope of the argument on the point of law actually raised, and therefore cannot be said to have been fully argued. But if either party is dissatisfied with my opinion on this question, it may be raised for re-argument should the case any time hereafter come on for hearing. I deal with it now in order to clear my own mind of a question which might perhaps impede a clear apprehension of what is as complicated a tangle of legal proceedings as I ever came across. The proceedings, familiarly known as the action for criminal conversation, are no more than a common law action for a tort: adultery with a man's wife is a wrongful act for which an action for damages lies at the suit of the husband for the damage suffered by him—per quod consortium amittit. It is a transitory action, that is, it may be brought in any Court without whose jurisdiction the defendant may be found: the place of commission of the adultery is immaterial, though as a matter of fact, the adultery in this case was alleged to have been committed in this Colony. Beyond the fact that it makes the Colony the convenient forum, the question is irrelevant. Before the Divorce Act passed in 1859, the action for criminal conversation in England had been brought in Scotland, although the adultery was committed in Hongkong. Now the divorce in this case was decreed in Scotland: I have not the Scotch Act before me but for the purpose of what I am going to say I am going to assume that the divorce was decreed in England under the Divorce Act of 1859. Now that Act by section 59 destroyed the action for criminal conversation in England and substituted for its power for the divorce Court to award damages against a co-respondent on the same principle that as would have been awarded in the action for criminal conversation either on the petition for divorce or on a petition limited to such an order of which petitions is to be served on the wife on the alleged adultery with power to this Court to dispense with service or to direct the method of service with reference to the husband and so far as I can gather from the books it is an uncertain question whether the Court has jurisdiction over a co-respondent whenever it has jurisdiction over the respondent or whether that is subject to the same rules as other actions against persons abroad that is to say that the case must be brought within Order XI, rule 6 (c) as relief against parties domiciled or usually resident in England. But I will assume that the hypothetical divorce proceedings having been in England, that the damages could have been pronounced against the defendant assuming him to have been guilty of adultery. With regard to section 33 it is to be observed in the first place that it by no means meets the whole case which results from the abolition of the action by section 59. For an action for criminal conversation could prior to 1857 have been brought in England for adultery committed abroad between parties over whom the Divorce Court has no jurisdiction. Secondly, and this is material to the present action, I do not think it can be said that section 59 gives the Divorce Court an exclusive jurisdiction to pronounce a divorce. I assume for the purpose of what I am saying that the Scotch Divorce Court has jurisdiction similar to the English Divorce Court. Now as the Scotch Court had jurisdiction to pronounce a divorce in this case the competence of this Court to entertain this action must depend on the fact that the Scotch Court had not exclusive jurisdiction in the matter of damages against a co-respondent, as in England it may be considered that the question at all times must assume this. Against neither section 59 of the English Divorce Act nor any corresponding section in the Scotch Divorce Act has any application to the Colonies, therefore on fundamental principles action for criminal conversation committed anywhere and quite irrespective of any divorce proceedings begun or not begun elsewhere lies by the common law of England introduced into this Colony on 5th April 1845 by Ordinance No. 1846, always applying the divorce Court has not awarded damages against him when the question would have been already decided by course res judicata. I should add to what I have said already that it would not have been altogether an unreasonable thing to have created by Section 30 an exclusive jurisdiction over co-respondents in all cases where the Divorce Court has jurisdiction over the co-respondent. But all definition of jurisdiction was deliberately excluded from the Divorce Act, that being left to the common law, and if it had intended this even so far as the Colonies are concerned, section 50 would have been drafted altogether differently. Therefore in a case where the matter has not already been dealt with in another Court in England or elsewhere the action for criminal conversation is part of the common law introduced into this Colony by the Ordinances of 1845 and 1846. I may here point out though I do not think anything in the following argument turns on it that there is no common law in this Colony but that the English common law was introduced by the above ordinances and is therefore strictly speak-

ing a body of statutory law. This matter disposed of, I come to the question directly raised by this point of law: has the action of criminal conversation been expressly taken away by Ordinance or inferentially by a series of Ordinances? The first Act I have to look at is No. 5 of 1858, which introduced bodily certain English Acts into the Colony, among them certain sections of the Divorce Act, except in so far as they relate to dissolution of marriage. Among these sections are sections 33 and 59. Therefore, the action of criminal conversation was done away with altogether in this Colony and the limited power of awarding damages against co-respondents for adultery in suits for judicial separation, or in a petition limited to that object was granted to the Supreme Court in the same way as it had been granted to the Divorce Court when it was enacted in England. By No. 56 of 1880, this Ordinance was repealed in one short section. It, however, recited in the preamble that it was expedient and necessary to provide for the subjects dealt with in the same Act introduced by No. 5 of 1858 by different enactments, but so far as matrimonial jurisdiction is concerned this has never been done. We therefore get to this: The jurisdiction created in 1858 was abolished in 1880. But was the law which had been destroyed by the introduction of Section 59 of the Divorce Act revived? In other words, was the right to bring an action for criminal conversation brought into existence again? Now the principle of repeal is of course that it destroys. But when a repealing act is itself repealed, the common law rule is that it revives what was destroyed before. This rule is very clearly stated in Maxwell (at p. 623), "Where an act is repealed, and the repealing enactment is itself repealed, another which manifests no intention that the first shall continue repealed, the common law rule is that the repeal of the second act revives the first, and revives it too, *ad vitæ*, and not merely from the passing of the repealing act." That this rule accords with common sense is manifested in its application to the present case. The action for criminal conversation existed in the Colony. In 1858 an English Act was introduced which, among other things did away with the action, and two years afterwards it was itself repealed, clearly because it was a very clumsy way of giving the Supreme Court a series of somewhat complicated jurisdictions. Whether the preamble exactly fitted the intention of the legislature is a matter which need not be inquired into. It remains only to say that the other Acts introduced by No. 5 of 1858 were replaced by special ordinances in the Colony, the Matrimonial Causes Act was a definite repeal resulting from this that there was no revival resulting from this repeal. Therefore, after No. 5 of 1850 came into operation, the criminal conversation was reintroduced in the Colony. We then come to the Interpretation Ordinances of the Colony. No. 8 of 1897, by sections 9 and 11 of which certain rules were laid down to the effect of repeals. These, as most of the other sections of the Ordinances, were based on the English interpretation Act of 1889. Now the English sections are as follows: "Section 11 which appears under the heading 'Repeal' repeals the existing rules 'provided that where an Act passed after the year 1850 whether before or after the commencement of this Act repeals a repealing enactment, it shall not be construed as reviving any enactment previously repealed unless words are added reviving that enactment. The reference to the year 1851 has a very definite meaning. The Statute 13 Vic. Chap. 21 for shortening the language used in Acts of Parliament contained in section 15 of that Act the sections following and under that heading 'Repeal' repeals the existing rules 'provided that where an Act passed after the year 1850 whether before or after the commencement of this Act repeals a repealing enactment, it shall not be construed as reviving any enactment previously repealed unless words are added reviving that enactment. The reference to the year 1851 has a very definite meaning. The Statute 13 Vic. 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BANKS

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)
CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " 3,750,000

FROM: TAIPEI

Amoy Nagasaki Tamsui
 Foochow Osaka Tokio
 Keelung Shanghai Yokohama
 Swatow

HONGKONG OFFICE:
 3, DES VŒUX ROAD.
 Interest allowed on Current Accounts
 Deposits received on terms which may be had

ved on terms

CORPORATION.

CAPITAL PAID UP Gold \$3,250,000,
... .. about Mex. \$7,222,222

RESERVE FUND Gold \$3,250,000,
... .. about Mex. \$7,222,222

HEAD OFFICE: 20 Wall Street New York

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NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED,
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BRANCHES and AGENTS all over the World.
The Corporation transacts every description

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

2% per annum on Daily balances and acceptances
Fixed Deposits at the following rates:—
For 12 months $\frac{4}{1}$ per cent. per annum.
For 6 " $\frac{4}{1}$ " " "
For 3 " 3 " " "

No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON,

**HONGKONG AND SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—
STERLING
 £1,500,000 at 2/- = \$15,000,000
SILVER \$13,500,000

INDEX:—

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.
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E. G. Barrett, Esq. | E. Shellin, Esq
G. D. |

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
—ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3¼ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH.

sum on the day
ON FIXED D

Hongkong, 23rd April, 1968

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION**

business of the

Depositors may transfer at their option
balances \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on **FIXED**
DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

J. R. M.

IN HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (21,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.38 (£176,148)

Capital El. 10,000
El. 8,000

SUB-SECTION: THE HAGUE.
HEAD AGENCY: BATAVIA.
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Samarang, Indramajoe, Bandoeng and
Wetterden.
CORRESPONDENTS at: Cheribon, Tegal,
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PARIS. —
SCHEER RANE

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 3% per

INTEREST ALL
Account at t

C. WOLDRINGH Manager,
No. 16, Des V.ux Road Central.
Hongkong, 1st April, 1903. 26]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, etc., ex s.s. Victoria.
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 29th April, 1908.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO."

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th May, at 3 P.M.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st May, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 6th May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 4th May, 1908.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 994
Width of Entrance on Bottom... 894
Water on Blocks at Spring Tide 344

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 64

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 361
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES - to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready.

Short Notice.

KEATING'S POWDER
KILLS BUGS, FLEAS, MOTHS, BEETLES.
TINS & BOTTLES ONLY.

to Ladies
all the most
beautiful
women use
CREME SIMON

MISS ABELINE PATTI writes:
"I have found it very
a good indeed."

SAVON + POUORE SIMON
A la
Crime Simon
J. SIMON,
Chemiste, Parfumeurs, et Stores.

PARIS
848

PER CASE

THORNE'S
OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCH AND HAS BEEN SOLD AS HIS SINCE 1931

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
As Supplied to the House of Commons.

GRIMAULT & Co
Medicinal Skin Soap

"Recommended by eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally."

8, RUE VIVIERNE, 8
PARIS

THE NEW FRENCH REMEDY
TRADE MARK

and successful and highly popular remedy, used in the
Continental Hospitals by Kieck, Kottan, and others, for
all diseases of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable short-acting remedy, which, by its action on the
digestive organs, effectively relieves the sufferer from
all diseases for which it has been too much a fashion
to employ mercury, sarsaparilla, etc., to the destruction of
the teeth and ruin of health. This preparation
restores the vitality of the blood, and thoroughly
purifies every part of the body.

THERAPION No. 2 is a re-
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NEW VAGABONDS CLUB.

His Excellency the Chinese Minister was the guest of the evening at a dinner given at the Criterion Restaurant by the members of the New Vagabonds Club. Mr. Justice Darling was in the chair, and the company included Lady Darling, Mr. Ivan Chen (First Secretary, Chinese Legation), the Countess de Sarrasin, Lady Raine, Mr. W. J. Lock, the Hon. H. F. Manner-Sutton, Mr. Hardest, Lady Findlay, Colonel Sir John and Lady Young, Mr. and Mrs. Yeard King, and Mr. and Mrs. E. Phillips Oppenheim.

In proposing the toast of the principal guest, Mr. Justice Darling said his Excellency told him that in most respects China greatly resembled England. He gathered that the only difference was that there were no dogs in China, but that, like England, there were far too many English—(laughter). (Renewed laughter.)

As the use of opium was about to be prohibited, it was probable that the English in China would greatly increase. (Laughter.) They know China chiefly for its learning. It was learned before England rose from out the snare main—if ever she did. (Laughter.) It was possible to get to China in somewhere about three weeks. Many people spent three weeks in much less desirable places, and it was part of his (the speaker's) business to see that they did so. (Laughter.)

The Chinese Minister, in returning thanks, said he had told the aims of their club were to introduce the English to the world. At one time he had been informed, the calling of an author was not held in much repute in England, and in the old day authors were too fond of the cup. (Laughter.) All that had changed. Authors were now prominent in the social world and in the world of letters. In China they had a great respect for authors, no matter what they were. Authors were by which the thoughts of the people were moulded and the history of a nation was made glorious. At last year's dinner Lord Curzon was the guest of the evening, and preached to the club the doctrine of Imperial Vagabondage—that was a vagabondage that drew all parts of the Empire together, and made it one great coherent whole. (Cheers.) He (the speaker) suggested that they should extend that vagabondage still further, and try to draw all the nations of the world together, and to make them one family. When that time comes there will be nothing in the world but universal peace, and with peace literature and the arts could be fully developed. (Cheers.)

The Japanese correspondent of a London paper says:—

"The Russo-Chinese dispute concerning the Chinese Eastern Railway has brought to prominence the subject of railways in the region of Far Eastern Asia in an unusual degree, for there is political and strategic importance to be attached to practically every one of them. For the moment the conditions that prevail with respect to the section of line of railway between Kwangchow-shan and the Siberian frontier are such as to attract the maximum of attention, but there are other influences at work in abundance to warrant a full share of consideration being devoted to this topic. It is, of course, due to the main to the fact that by the Portsmouth Treaty Russia has no right to use this Chinese Eastern Railway for the transport of troops or war material to Vladivostok that the project has been brought before the Duma of extending the existing Trans-Siberian Railway from Nerchinsk to Khabarovka, some 1,530 miles. At Khabarovka it will meet the existing line along the Ussuri to Vladivostok. It may be noted parenthetically that this extension, if begun immediately, will take until 1912 to complete. To all intents and purposes, moreover, this very expensive prolongation of the Siberian line to Khabarovka would be in the nature of a strategic line, pure and simple, for it would traverse an unproductive and almost uninhabited stretch of country throughout. It would be constructed, of course, on the north side of the Amur River, on Russian territory, and the object would be to prevent the Russian communications with the coast of the Maritime Province being interfered with in the event of another Far Eastern war breaking out. There is little doubt, however, that the scheme will eventually be carried out, and when completed on this plan the lines of railway will in reality be taking the route which it was originally proposed that they should take, before the modification of the scheme took shape by which a short cut was made across Manchuria direct to Vladivostok."

The section of the Eastern Chinese Railway in Northern Manchuria that was constructed under purely Russian management, and which China would like to have under her own control, is 1,077 miles in length; while the section to the south of it, namely, from Kwangchow-shan to Port Arthur, measures 441 miles in length, and is now termed the South Manchurian Railway. A junction with this line will be made at Mukden by the railway—as soon as it has been converted from a military line of narrow gauge to one of standard gauge—which connects with Antung, a city on the Yalu at the Korean boundary. And that railway will ultimately join the Trans-Korea railway service to Fusan, on the Japan Sea. Thus travellers will find their way direct to Japan, after crossing at the famous Strait of Tsushima by ferry boat, where the passage will be one of a few hours' duration only. From Mukden to Antung the distance is 184 miles, and the work undertaken to place the section in good working order are making rapid progress. There are branches to the Fushun Collieries (40 miles) and from Tashihua to Yingkou (Newchwang) (15 miles). Altogether there are 705 miles of line, and the Manchurian Railway and branches which have been or are being constructed under purely Japanese management.

The "Outside the Great Wall" Railway from Shantung to Shantung and Mukden and to Yingkou (Newchwang) is under the control and management of the Chinese, but the capital—11,500,000 taels—was obtained from this country on loan and the chief engineers and accountants are Englishmen. South of the Great Wall at Shantung there are 173 miles of railway joining it with Tientsin, constructed under similar arrangements to those which apply to the "Outside the Wall" Railway, and the same may be said of the short line joining Peking with Tungshan (14 miles) and of that connecting Peking with Tientsin, a distance of 37 miles.

The trunk line from Peking to Hankow, on the Yangtze, is 754 miles long, and was constructed partly by a Belgian syndicate's money (27,000,000 taels) and partly by Chinese government money (15,000,000 taels). Behind the Belgian syndicate stands the Russo-Chinese Bank, and the entire line is really held by the bondholders under a contract to the effect that should the syndicate and bank fail to fulfil the contract the bondholders shall be at liberty after a certain date in 1909, to take means of retaining for themselves the control of the railway. There is a short branch of this line, 29 miles long, which belongs entirely to the Chinese.

The railway in the Province of Shantung from Tientsin to Tsinaifu, 343 miles long, was constructed for the sum of 54,000,000 marks lent by Germany, and 100,000 taels paid by China. It is entirely under German control.

British capital is represented in China by the lines from Shanghai to Woosung, 14 miles, and from Shanghai to Soochow and Changshu, 100 miles, both of which are under the control of the British and Chinese Corporation, and an extension of the Changshu line to Nanking, another hundred and thirty miles, has just been completed.

There is a railway 25 miles in length from Swatow to Chaoshan, which has been built with Chinese capital, but the management is vested in a Japanese firm. In the extreme south of China there is a railway connecting French territory in Tonkin with the city of Lungchow, in Kwang Province, 50 miles long, which has been built, and is being worked, under the joint management of the French and the Chinese. Finally there is a colliery railway from Pinghsiang to Hsiangtang, 35 miles long, which is under purely Chinese management.

COCKSURE "SCIENTISTS."

Dr. Percival Lowell, the American scientist, has discovered how life will finally perish as far as our planet is concerned.

Long study of the planet Mars through the giant telescopes of the Lowell Observatory at Flagstaff, Arizona, has inspired in Dr. Lowell's mind a vivid picture of the last great struggle to live which will one day take place on the earth.

All nature will be swallowed up by the ever-spreading desert, he says in the "Century Magazine." There will be no seas. The water drawn up into clouds, will, for a time spread a cooling shadow as it floats around. Then it will disappear.

Mars, unsheltered from the fierce rays of the sun, scorched by the burning sand, will become in his struggle to extract a bare, unsheltered from the parched earth, a big living brain and nothing more.

"Turning to Mars," says Dr. Lowell, "we find what is but in its infancy in the earth there is full control."

"Five-eighths of its all is now an arid waste, unrelieved from sterility by surface moisture or covering. Bare itself, it is pitilessly held up to a barren sun, unprotected by any shield or cloud."

"To this condition the earth must come. With steady if stealthily stride, Sahara, as we have seen, are even now possessing themselves of its surface. The end is doubtless yet far off, but it is as fatistically sure as that to-morrow's sun will rise."

Mars' surface is now all land. Its forms of life must have reached that point of pinching poverty where brain is needed to survive at all.

"Thirst," he concludes, "the thirst of the desert, comes to us as we realize the situation, paralyzing our throat as we think of a thirst impossible of quenching except in the far-off and by nature unattainable polar snows."

That disposes of Dr. Lowell as a pukka scientist. There is very little of a fatalistic sure in his silence, and certainly nothing that is based on the hypothesis relating to the supposed canals of Mars.

"There is not the slightest fear of water-extinction, for say, 50,000,000 years," says the Rev. Dr. Dallinger, F.R.S.

"I have the greatest admiration for Professor Lowell," he said. "He is one of the most accurate of observers and his photographs of Mars are invaluable. But while I may agree with his facts I do not necessarily agree with his conclusions."

"Mars and the moon are greatly dissimilar, and it would be quite as justifiable to assert that the earth would one day be as the moon as to liken its ultimate condition to that of Mars."

"All water has left the surface of the moon, and has sunk into the crevices. Now, even if that happened here, it might be possible to get at the water by mining—just as we now obtain coal."

Professor Lowell's theory of Mars is, briefly, that there are two snow caps; that at one season the snow is melted at one cap and travels through a canal, and that at another time is repeated at the other snow cap, when the water flows down in an opposite direction.

"If this be so, it may be that Mars' inhabitants—if there are such—have developed very capable engineering brains."

But one cannot draw an analogy between the earth and Mars. It is true that the earth is cooling, but into what condition it will ultimately fall we cannot say.

Apollinaris

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JANARY, British str., for Nagasaki, Jacob. Diederichsen, German str., for Pakhoi, Norc, British str., for Singapore, Sesta, German str., for Newchwang, Teer, British str., for Manila, Yock, German str., for Europe, &c.

DEPARTURES.
 5th May.
EASTERN, British str., for Moji, HATWAY, British str., for Coast Ports, HEM, Norwegian str., for Bangkok, HIKOSAN, M. K. U., Japanese str., for Saigon, INDIEN, Danish str., for Saigon, MATTHEUS, German str., for Hongkong, MOYORI, Japanese str., for Shanghai, NAGAN, Norwegian str., for Hongkong, S. VAN LANGKAT, Dutch str., for Palembang, TYDUS, British str., for Singapore, TUNGSHING, British str., for Swatow, YINGCHOW, British str., for Amoy.

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 Captain W. Hayward, R.N.B. carrying H.M. Majesty's Mail, will be despatched from this office for Bombay &c. on SATURDAY, the 16th May at Noon, taking passengers and cargo for the above port in connection with the Company's s.s. "INDIA" 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer, proceeding to Marseilles and London, other cargo for London, &c. will be conveyed from Bombay by the R.M.S. "PERSEA", due in London on 28th June, 1908.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars apply to
F. ABBOTT,
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 Hongkong 2nd May, 1908. 1

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NOTICE.

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THE Steamship
"MARIE."
 Captain G. E. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 5 P.M.
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 Hotel Mansions.
 Hongkong, 5th May, 1908. 804

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	NORM	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 6th inst.
LONDON & ANTWERP VIA MANILA, &c.	BOMBAY MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 11th inst.
LONDON & HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.B.	SHEWAN TOMES & CO.	About 15th inst.
LONDON & HAMBURG VIA STRAITS, &c.	COBANA	Brit. str.	—	Mayer	P. & O. S. N. Co.	On 16th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	About 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESTIA	Ger. str.	k.w.	Bokhorst	HAMBURG-AMERIKA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SENKOHAMA	Ger. str.	k.w.	Grisenbräu	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	V. Döhren	HAMBURG-AMERIKA LINE	On 5th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SURVIA	Ger. str.	k.w.	Solmer	HAMBURG-AMERIKA LINE	About 5th June.
MARSEILLES, ROTTERDAM & HAMBURG &c.	AUSALLEN	Fr. str.	—	Verton	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	E. Fraser	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HITACHI MARU	Jap. str.	—	F. E. Cope	MELCHERS & CO.	On 27th inst., at D'light
MARSEILLES, HAVRE & COPENHAGEN, &c.	CANTON	Swed. str.	—	J. Randermann	MELCHERS & CO.	Beginning of June.
NAPLES, GENOA, ALGIER & GIBRALTAR &c.	YORCK	Ger. str.	—	A. Petrie	SANDER, WIELER & CO.	About 25th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Ann. str.	—	—	MELCHERS & CO.	About end of June.
ODessa	VORONEJ	Rus. str.	—	—	SHEWAN, TOMES & CO.	About 31st inst.
NEW YORK VIA SUEZ CANAL	LOWTHRE CASTLE	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
BOSTON & NEW YORK	RAISMA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	To-morrow, at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 20th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 12th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE, WASH., &c.	TANGO MARU	Jap. str.	—	E. Swain	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA JAPAN	KUMERIC	Am. str.	—	Cowley	DODWELL & CO., LTD.	On 12th inst.
SAN FRANCISCO VIA MOJI & JAPAN	AKI MARU	Jap. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at 5 P.M.
SALINA CRUZ, MEXICO VIA MANILA	CLAN MACMILLAN	Ger. str.	—	G. C. Christiansen	SHEWAN, TOMES & CO.	On 11th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MARIE	Ger. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KINUTU	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 21st inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	D. Lenz	MELCHERS & CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 12th June, at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	EASTERN	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at Daylight
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	About 7th inst.
MOJI, KOBE & YOKOHAMA	AKARA	Brit. str.	—	O. Jones, R.N.B.	P. & O. S. N. Co.	On 31st inst., at 4 P.M.
YOKOHAMA & KOBE	CANDIA	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 8th inst., at D'light
YOKOHAMA & KOBE	THINAN	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
YOKOHAMA & KOBE	HAKATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	About 24th June.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
VLADIVOSTOCK	YAWATA MARU	Jap. str.	—	—	J. MILLET	On 4th June.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 11th inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINE	To-morrow at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	On 8th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 9th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINE	About 11th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., at 10 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 14th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINE	About 14th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	On 15th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	End of May.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	Quick despatch.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 9th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 8th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 10th inst., at 10 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	DOUGLAS LARPAK & CO.	On 8th inst., at 10 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 9 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	To-day, at 8 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	SHEWAN, TOMES & CO.	On 8th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 8th inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	SHEWAN TOMES & CO.	On 16th inst., at Noon.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 9th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	Middle of May.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	CARLOWITZ & CO.	On 15th inst.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 8 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 9th inst., at 3 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

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SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAVRE, COPENHAGEN & GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars, apply to

HONGKONG, 6th May, 1908. MELOHERS & CO., AGENTS. 6

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAMAKURA MARU, Capt. H. Fraser, Tons 6126	WED. 13th May, at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	HITACHI MARU, Capt. F. E. Cope, Tons 6781	WED. 27th May, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU, Capt. R. Swin, Tons 7493	TUES. 12th May, at 4 P.M.
KOBE and YOKOHAMA	AKI MARU, Capt. M. Yagi, Tons 6444	TUES. 26th May, at 4 P.M.
LODON and ANTWERP via MANILA, SINGAPORE, COLOMBO and PORT SAID	KUMANO MARU, Capt. N. Matheson, Tons 5076	FRID. 15th May, at Noon
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	YAWATA MARU, Capt. K. Homma, Tons 5817	FRID. 12th June, at Noon
NAGASAKI, KOBE and YOKOHAMA	HAKATA MARU, Capt. T. Murai, Tons 6161	FRID. 8th May, at Daylight
LODON and ANTWERP via MANILA, SINGAPORE, COLOMBO and PORT SAID	BOMBAY MARU, Capt. A. Keith, Tons 4625	MON. 11th May, at Daylight
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	WAKAMIYA MARU, Capt. T. Yamawaki, Tons 4723	TUES. 12th May, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 5817	WED. 13th May, at Noon
SHANGHAI, MOJI and KOBE	YEDOSHI MARU, Capt. B. Kor, Tons 4097	FRID. 15th May, at Daylight

* Calling at Keelung.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Company. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

HONGKONG, 6th May, 1908. T. KUSUMOTO, MANAGER. 356

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	About 11th May.
MARSEILLES, via PORTS	"AUSTRALIE"	On 12th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 25th May, P.M.
MARSEILLES, via PORTS	"YARRA"	On 26th May, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

HONGKONG, 6th May, 1908. J. MILLET, Agent, Queen's Building. 2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

via

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,233	Cowley	On 16th May.
SHAWMUT	9,646	E. V. Roberts	On 6th June.
TREMONT	9,806	T. W. Garlick	On 1st July.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

HONGKONG, 4th May, 1908. DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 8

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain Passmore, will be despatched for the above Ports on FRIDAY, the 8th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LARPAK & CO., General Managers.

Hongkong, 5th May, 1908. 802

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY

via SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to PORT SAID, MESSINA,

NAPLES, LEBRON and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, Port SAID and MARSEILLES	NORE Capt. G. Phillips	About 6th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	CANDIA Capt. O. Jones, R.N.P.	About 7th May	Freight only.
SHANGHAI and HANKOW	CEYLON Capt. G.W. Babt	About 9th May	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.E.	About 14th May	Freight and Passage.
LONDON via USUAL PORTS OCEANA	OCEANA Capt. W. Hayward, R.N.E.	Noon, 18th May	See Special of Call.

For further Particulars, apply to
F. J. ABBOTT,
Aiding Superintendent,
Hongkong, 4th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"PAN"	On 6th May, 8 A.M.
CEBU and ILOILO	"KATONG"	On 6th May, 4 P.M.
SOURABAYA and SAMARANG	"SHANTUNG"	On 7th May, 3 P.M.
AMOI and SHANGHAI	"YUNNAN"	On 8th May, 4 P.M.
NINGPO and SHANGHAI	"FOOCHOW"	On 9th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 12th May, 9 A.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 14th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.

MANILA STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Saloons. A daily qualified Surgeon is carried. Cargo booked
through for all Australia, New Zealand and Tasmania Ports.
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGAPORE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 5th May, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS,
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* FOOCHOW via SWATOW and AMOI	"SOSHU MARU" Capt. T. SURUGA	THURSDAY, 7th May, at 9 A.M.
* TAMSUI via SWATOW and AMOI	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY, 10th May, at 10 A.M.
* SHANGHAI via SWATOW and AMOI	"SHOSHU MARU" Capt. M. NEMOTO	TUESDAY, 12th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabin Amidsips. Unrivaled Table
and Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.
T. ARIMA, Manager.
Hongkong, 5th May, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"YORCK" Capt. J. KANDERMANN	Wedday, 6th May, at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	"BUELOW" Capt. H. FORMES	Wedday, 6th May, 3.30 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SAMRILL	Middle of May.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 21st May, at 5 P.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOHES & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 6th May, 1908.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Wedday, 6th May, 4 P.M.
MOJI	"AMARA"	Thursday, 7th May, 11 P.M.
MANILA	"LOONGSANG"	Friday, 8th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 9th May, 3 P.M.
SANDAKAN	"MAUSANG"	Saturday, 9th May, 4 P.M.
SHANGHAI	"CHIPSANG"	Saturday, 9th May, 4 P.M.
TIENHSIN	"YUENSANG"	Sunday, 10th May, 4 P.M.
MANILA	"FOOKSANG"	Monday, 11th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"FOOKSANG"	Wednesday, 27th May, Noon.

RETURN TOUR TO JAPAN.
OCCUPYING 24 DAYS.
The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan, if passengers desire the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chasoo, Tientsin
and Newchwang.
Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao,
Usukan, Jesselton and Labuan.
Telephone No. 61.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 6th May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC TO THE "EMPEROR LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF JAPAN"	7th May	25th May
"GLENFARG"	14th May	31st May
"EMPEROR OF CHINA"	21st May	7th June
"EMPEROR OF INDIA"	28th May	14th June
"EMPEROR OF JAPAN"	4th June	21st June
"EMPEROR OF CHINA"	11th June	28th June
"EMPEROR OF INDIA"	18th June	5th July
"EMPEROR OF JAPAN"	25th June	12th July
"EMPEROR OF CHINA"	2nd July	19th July
"EMPEROR OF INDIA"	9th July	26th July
"EMPEROR OF JAPAN"	16th July	2nd Aug.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.
S.S. "EMPEROR," "LENNOX" and "GLENFARG" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA, with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamship,
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA
and 29 days from HONGKONG.
Hongkong to London, 1st Class via St. Lawrence River Lines or New York \$71.10
Intermediate on Steamers \$40. \$42.
and 1st Class Railways
First Class rates include cost of Meals and Berth in Sleeping Car while crossing the
American Continent.
R.M.S. "EMPEROR" carry Intermediate passengers only, at Intermediate rates,
affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Paddar Street and Prays opposite Bickels

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to HONGKONG in 30 DAYS. NAPLES to HONGKONG in 29 DAYS. Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.	TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY. Freight to Overland via Vancouver Passengers to Overland and Europe 13 DAYS YOKOHAMA to VANCOUVER 13 DAYS YOKOHAMA to LONDON and PARIS 26 DAYS	HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool. PROPOSED SAILINGS: + AMIRAL MAGON 4th June MALTE 12th Oct. + AMIRAL EXCELSIOR 25th July OYELAN 28th Nov. + OUESSANT 27th Aug. CORSE 11th Jan. 09 No Passengers. Intermediate Class and Rates of Passage. New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World. Tickets by these boats. For Further Particulars, apply to— J. MILLET, AGENT, FRENCH MAIL OFFICE, 782 Hongkong, 1st May, 1908.
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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidsips. Electric Light, Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 16th May, Noon.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 4th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND
SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE On or about 31st May.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 9th April, 1908.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports.
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA 10th May	FOR MARSEILLES ROTTERDAM & HAMBURG: S.S. SUEBIA About 5th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA 14th May	FOR HAVRE & HAMBURG: S.S. SILEBIA 7th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. LYDIA About 10th May	FOR ANTWERP & HAMBURG: S.S. LYDIA About 10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEAGALIA 24th May	FOR HAVRE & HAMBURG: S.S. SENEAGALIA 24th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA 25th May	FOR HAVRE & HAMBURG: S.S. SCANDIA 15th June

COAST SERVICE.
S.S. ITHAKA FOR CHINKIANG On 7th May, Noon.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th May, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of April	AMOY	First half of May
TJIKINI	JAVA	First half of May	JAPAN	First half of May
TJILATJAP	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS	SHANGHAI	Second half of May	JAVA	Second half of May
TJILIWONG	JAPAN	First half of June	JAVA	First half of June
TJIBODAS	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

Yok Buildings, 1st Floor.
Hongkong, 4th May, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—
16, DES VOUX ROAD,
HONGKONG.
Japan Office—
14, WATER STREET
YOKOHAMA.

SHIPPING IN PORT.

AMARA, British str., 1,558, C. J. Matlock, 26th April—Swatow, 25th April, General—Jardine, Matheson & Co.	RUBI, British str., 1,611, R. W. Almond, 4th May—Manila 2nd May, General—Shewan, Tomes & Co.
AMIRAL DE BROMOND, French str., 1,544, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	SHANTUNG, British str., 1,834, Foot, 2nd May—Hongkong 28th April, Coal—Butterfield & Swire.
CHALISE, French str., 1,971, Sedore, 29th April—Cardiff 17th March, Coal—Messageries Maritimes.	ALOKSAK MARU, Japanese str., 3,217, I. Fuku, 3rd May—Kobe 21st 23th April, Coal—Mitsui Bussan Kaisha.
CHILDAR, Norwegian str., 1,102, H. Nilsen, 1st May—Bangkok 24th April, General—Butterfield & Swire.	TANGU MARU, Japanese str., 7,420, R. Swain, 3rd May—Japan and Shanghai 30th April, Flour, Tank and Cotton—Yama-Nippon Yusen Kaisha.
CHOWPA, German str., 1,055, G. Spiess, 1st May—Bangkok 28th April, Rice—Butterfield & Swire.	TEAN, British str., 1,346, A. W. Outerbridge, 1st May—Manila 29th April, General—Butterfield & Swire.
CHOWPA, British str., 1,424, Sandback, 30th April—Shanghai 28th April, via Swatow 29th, General, Sheep and Goats—Jardine, Matheson & Co.	TJIMAHU, Dutch str., 2,476, J. Brauwert, 29th April—Batavia 4th, 4th, & Macassar 20th, General—Java-China-Japan Lijn.
DEN OF ARLIE, British str., 2,271, Camming, 10th April—Antwerp 10th February, and Singapore 4th April, General—Messageries Maritimes.	VICTORIA, Swedish str., 989, J. A. Hollberg, 23rd April—Karatsu 17th April, Coal—Wallen & Co.
DEVAYONGSE, German str., 1,157, Rehvaldt, 29th April—Bangkok 28th April, 20th and Swatow 28th, Rice and Timber—Butterfield & Swire.	YEDO MARU, Japanese str., 3,227, T. Hamada, 20th April—Moji 23rd April, Coal—Mitsui Bussan Kaisha.
DUNBAR, British str., 1,900, A. R. Leo, 28th April—Moji 23rd April, Coal—Shewan, Tomes & Co.	YUNNAN, British str., 1,216, W. Owen Jones, 30th April—Chinkiang 28th April, General—Butterfield & Swire.
EABE OF DOUGLAS, British str., 2,761, John Jameson, 2nd May—Port Kemble (N.S.W.) 11th April, Coal—Messageries Maritimes.	ZILLAR, British str., 3,426, Pearce, 26th April—Xmas Island 17th April, Phosphates—Mitsui Bussan Kaisha.
EMPEROR OF CHINA, British str., 3,048, R. Archibald, R.N.E., 4th May—Vancouver, B.C. 15th April, and P. R. Co. Mail and General—J. P. R. Co.	
EMPEROR OF JAPAN, British str., 3,037, H. Fry, 6th April—Vancouver 18th March, and Shanghai 4th April, Mail and General—Canadian Pacific Railway Co.	
FOOCHOW, British str., 1,227, J. Davies, 2nd May—Chinkiang 28th April, General—Butterfield & Swire.	
HAIPHONG, French str., 500, Pommet, 2nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	
HALVARD, Norwegian str., Renneberg, 4th May—Singapore 27th April, Case Oil—Molain & Co.	
ITHAKA, German str., 1,446, Engelen, 28th April—Wuhu April 21st, and Chinkiang 23rd, General and Rice—Hamburg-America Linie.	
JACOB DIETRICHSEN, German str., 635, A. Hansen, 4th May—Pakel 30th April, and Hoihow 3rd May, General—Johann & Co.	
KATONG, British str., 26th, and Hoihow 28th, Sugar and General—Butterfield & Swire.	
KALON, British str., 1,152, Lewis, 30th April—Chefoo 25th April, General—Butterfield & Swire.	
KASHING, British str., 1,152, Pickard, 1st May—Daly April 24th, and Chefoo 25th, General—Butterfield & Swire.	
KIANGPINO, Chinese str., 1,222, H. Udden, 2nd May—Chinkiang 27th April, General—Chinese.	
KUMSANG, British str., 2,073, E. J. Buller, 5th May—Calcutta 28th April, and Singapore 28th April, General—Jardine, Matheson & Co.	
LAETES, British str., 1,340, Frampton, 30th April—S-goon 26th April, Rice and Dry Fish—Chinese.	
LOONGSANG, British str., 1,050, S. J. Payne, 4th May—Manila 1st May, General—Jardine, Matheson & Co.	
MARCELLUS, German str., 3,435, A. Lohrengel, 25th April—Moji 18th April, Coal—Ataka.	
MATHILDA KORNBERG, German str., 1,843, M. Dübber, 21st April—Hongkong 18th April, Coal—Jardine.	
MAURANG, British str., 1,644, E. Houghton, 28th April—Sandakan 23rd April, Timber and General—Jardine, Matheson & Co.	
MEFOO, Chinese str., 1,339, J. MacArthur, 3rd May—Shanghai 30th April, General—Chinese.	
MYRTLEBINE, British str., 1,301, Maitland, 27th April—Hongkong 24th April, Coal—Dodwell & Co.	
NIPPON MARU, Japanese str., 3,442, W. W. Green, 2nd May—San Francisco 31st March, Mail and General—Toyo Kisen Kaisha.	
OCEANO, British str., 1,733, M. Le Brun, 3rd May—Wakamatsu & Moji 29th April, Coal for Canton—Mitsui Bussan Kaisha.	
ONKANG, British str., 1,787, E. Cox, 30th April—Calcutta via Straits and Singapore 23rd April, General—Jardine, Matheson & Co.	
PROGRESS, Norwegian str., 1,017, C. Moller, 2nd May—Bangkok 23rd April, Rice—Aagaard Thorsen & Co.	
QUINTA, German str., 287, Frahm, 2nd May—Tientsin 28th April, Coal—Jardine & Co.	

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alicourt, despatch-boat, 780 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Shanghai.	Albatross, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, Hongkong.
Bedford, British cruiser, Capt. S. E. Erskine, R.N., en route Shanghai.	Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. D. Bridgman, Shanghai.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Hongkong.	Cadmus, British sloop, 1070 tons, Comdr. B. L. Majorda, Shanghai.
Clio, British sloop, 1070 tons, Comdr. C. D. S. Isaacs, Shanghai.	Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. G. G. Dickson, Hongkong.
Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Shanghai.	Hasty, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickson, Hongkong.
Jauncey, torpedo-boat destroyer, 320 tons, 6 guns, 3600 h.p., Lieut. Comdr. O. A. Freeman, en route Shanghai.	Kent, armed, 9500 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong.
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir R. D. Worth, Comdr. Commander in Chief, 14,100 tons, Capt. L. Clinton-Baker, Japan.	Klutha, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Teague, Yangtze.
Morlin, surveying ship, 1080 tons, 6 guns, 1400 h.p., Comdr. E. H. Walton, Hongkong.	Monarch, cruiser, 9800 tons, Capt. G. W. Smith, Hongkong.
Motheen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. V. V. Douglas, Singapore.	Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, T.N. Shanghai.
Otter, torpedo-boat destroyer, 285 tons, 6 guns, 6900 h.p., Paid off.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. A. A. Molin, Hongkong.
Sandwich, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickle, West River.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.
Taken, torpedo boat destroyer, Borneo, Strath, Hongkong.	Tamar, receiving ship, 4600 tons, 6 guns, Commodore Stokes, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Gifford, Yangtze.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Shanghai.
Virego, torpedo-boat destroyer, 335 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Shanghai.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. H. P. Douglas, Singapore.
Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5800 h.p., Lieut. Comdr. J. Kiddle, Hongkong.	Widgeon, gunboat, 135 tons, 2 guns, 800 h.p., Lieut. Comdr. John E. Knox, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Cottrell, Dornier, Yangtze.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingston, Yangtze.

